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The Daily Press.

HONGKONG, JULY 2ND, 1908.

We are all familiar with the trite reflection that in their sum the smaller matters of life have the greater importance, but it can easily be shown to be true that there are lots of little things which by themselves individually affect us more than do details of broader aspect. Straws show which way the wind blows, but a tiny fragment of one straw misplaced—say in the wayfarer's eye—causes him more inconvenience than the biggest gale that could buffet him. From this we may go on to conclude that those reformers best serve humanity who devote their attention to the so-called minor ills, just as the largest fortunes have been made by inventors who, ignoring perpetual motion or flying machines, have turned their genius to the task of supplying some petty daily requirement. A bootlace that would not break in the hand of an impatient man who has got up late should have more value in it than an aeroplane, and a really good collar-stud would have a greater moral agency on mankind than all the libraries the Carnegie could possibly give away. In any of these preliminary observations, we may be excused for giving some prominence to a matter that many people will be sure to say is hardly worth considering. As we are assured by both observation and report that it does cause considerable inconvenience every day to a number of the public, and as we learn that representations were ineffectively made to the management quite a year ago, we have decided thus to put it in the public eye. What is it all about? The

question was here inevitable, and making at once an end of mystery, we divulge the fact that the subject to which we invite attention is the method of stopping the electric street cars at what is called the Post Office "station." In accordance with a tramway custom in England, a custom discarded in more progressive countries, such as America and Australia, the west going tram stops at the frontage of the Hongkong Hotel, before crossing Pedder Street. The eastward bound tram stops at the corner of the new Post Office, also before crossing the thoroughfare leading to Pedder's wharf. The theory responsible for this is that if the trams did not so stop, there would be a likelihood of collisions with other vehicular traffic emerging from the two sections of the thoroughfare that is there crossed by the tramway. It is an easy matter to show that a safer system is possible. If this cross-street were in a city, in one of the countries previously referred to, the westward bound tram would stop at Jardine's corner, with its rear just clear of Pedder Street, and the eastward going car would stop opposite Kruss's window, with its rear in line with the corner of the Hongkong Hotel. And there would so be less likelihood of accident than there is at present. Passengers in chairs or rickshas, going to or from Pedder's wharf, have at present to run the guntlet of the two trams, to pass between a Scylla and Charybdis that have the additional terror of moving simultaneously upon the traveller. Often at each side of the tramway there is a block of chairs and rickshas, waiting till it is safe to cross, and the spectacle may be seen any day of the coolies making a tentative plunge forward with some unhappy and helpless lady, and suddenly darting back again, to her discomfort and danger. Foot passengers going towards Pedder's wharf see the westward tram just starting, and making a rush to clear it, find themselves in imminent peril of being knocked down by the eastward one. Here is the situation, one of excited and risky hurrying, or of safe but annoying delay. If the trams were stopped in the reverse way, there would always be a perfectly safe and uninterrupted passage for traffic between their rearward ends. It is obvious that there is no trouble or expense involved to the tram company in making the change, yet we understand the simple suggestion has been ignored for a whole year. Perhaps the Police, or other Government department, could induce the management to show this small consideration for the public convenience and safety. The only objection they can urge against the change is the theory that if the trams were to continue across the street, other vehicles might run into them. This is not a real danger. The trams would naturally cross slowly, as the change of stopping place only means about twice their own length, and in any case the danger of this very thing is greater under the existing arrangement. Any reader interested has only to loiter on the scene about fifteen minutes any weekday to satisfy himself of the absolute reasonableness of the suggestion.

The third day's hearing of the jury action in the Supreme Court against Router Brookmann and Company was reached yesterday.

At the Magistrate's yesterday before Mr. J. H. Kemp three coolies were charged with stealing three tons of coal. On the evidence his Worship sentenced the first defendant to fourteen days' imprisonment and discharged the second and third.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledged, with thanks, the following donations to the funds of the Hospitals:

Building Contractor's Guild	...	\$200
Insurance Co's Guild	...	200
Fruit and Vegetable Guild	...	100
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A Patient	...	5
A Patient	...	5

In order to prevent conflicts between Chinese and French troops on the Yunnan-Toungking frontier, Viceroy Hsi Liang has issued instructions to Chinese officers commanding units on the frontier to maintain strict discipline amongst their men and prevent them from unwarrantably crossing the border. It is reported that in order to create unfriendliness between the Imperial and French troops anti-monarchist bands dressed as Imperial soldiers are preparing to attack the French frontier posts.

The missionaries and friends of the Methodist Episcopal Church at Foochow are rejoicing over the news received by cable from the seat of the General Conference which has just closed its session at Baltimore, Maryland, U. S. A., that China is to have two Bishops instead of one. Bishop Jno. W. Eastford, who has been residing at Shanghai, will reside at Peking and the newly elected Bishop S. Lewis, of Sioux City, Iowa, will reside at Foochow. It is felt that this arrangement will give much better episcopal supervision than the work could possibly have received with but one bishop in the field.

There were twelve new plague cases notified up to noon yesterday, the total then being 946. The net profit of the Japan Cotton Spinning Company for the last half-year amounted to Y447,873, including Y42,305 brought forward from the preceding period. After providing for reserves, &c., it is proposed to declare a dividend at the rate of 16 per cent. per annum, absorbing Y224,030, and carry the remainder over to new account.

It has been proposed that the Registrar-General, Mr. E. A. Irvine, should present the coxswain of the steam launch Kam Shun with a gold medal for his bravery in saving the lives of numerous passengers on the occasion of the wreck of the s.s. *Powen*. The presentation is to take place shortly, probably at the Tung Wah Hospital.

At a special meeting of the Chinese Club which was largely attended and presided over by Mr. Fung Wa-chun, it was decided to hold an *ad hoc* bazaar at Shek-tung-tai to assist the sufferers by the West River floods. The bazaar will probably extend over a period of seven days, and with the enthusiastic support promised it is hoped that a substantial sum will be realized.

With regard to the proposed extension of the International Settlement at Shanghai, the Chinese officials and papers of Peking treat the action of the Shanghai Municipal Council in the recent Paochun police trouble as a mere pretext, and say that if the Waikupa yields to the pressure of the foreign Ministers in Peking to grant the required extension, the whole Paochun district and the fine Chinese marts (known as Nanshih and Paoishih) will eventually be annexed. The general opinion in North China is against the granting of the proposed extension, says the Peking correspondent of the N.C. Daily News.

A train travelling from Ban Phaja to Bangkok on June 4 collided with an elephant that had strayed on to the line. The train, being an exceptionally heavy one, was drawn by two engines. It was a very dark night, and nothing whatever was seen of the elephant until the mischief was done. The force of the impact was terrific. The first engine mounted on the top of the elephant and crushed it and then plunged over the embankment into the borrow-pit about 2½ metres from the side of the line, while the second was capsized and fell across the line. The break-van was smashed into a shapeless mass and thirteen of the wagons behind it were derailed, six of them being telescoped. Two men were killed.

The Peking correspondent of the N.C. Daily News claims good authority for saying that the appointment of Sir Walter Hillier is to be adviser to the Chinese Legation in London only and has nothing to do with the Waikupa or anything else in China. Sir Walter Hillier is the successor of Sir John McLeary Brown who has resigned his post, and Sir Walter's appointment was due to the recommendation of Lord Li Chingfang, Chinese Minister to the Court of St. James. As a matter of fact, most of the high Ministers and officials here still oppose the employment of a foreigner as adviser to the Chinese Government in Peking for fear that the administrative power should ultimately fall into his hands.

Count Witte, it is said, made Russia drunk by turning the sale of spirits into a Government monopoly and pushing the trade. His successor, the Duma, is trying to undo the evil inaugurated by the Count. It proposes to put a label on every bottle of vodka advising the man who buys it not to do such a foolish thing again. This instantly suggests a means for stopping infantile cigarette smoking in England. Make the sale a Government monopoly, and on every packet put a warning: "Boy, although thou hast bought these cigarettes, yet know that thou smokest poison, which destroys thee. Before it is too late, never buy another packet." (Signed) Lloyd George, Chancellor of the Exchequer.

A leading article in the Japan Chronicle begins, "A curious psychological phenomenon is presented by the concentration of a post-up feeling of hatred on the part of a downtrodden race against the forces by which it is oppressed. Such a condition is strikingly evidenced in Korea at the present time." After this bold assertion that the whole Korea race is downtrodden and oppressed by the Japanese, we cannot avoid seeing "a curious psychological phenomenon" in the article containing it, for it goes on to say, "Now we have always maintained that inflammatory writings and justifications of assassination or violence are to be deprecated, as they defeat their own ends, and elicit sympathy that it is so important to retain." If its opening passage ceases official censure, our contemporary must admit that the Press in Japan is allowed a fair amount of liberty.

Many residents in Yokohama as well as in other parts of Japan, says the Japan Herald, will learn with regret of the death of Mr. Louis Eppinger, well known because of his association for over ten years with the management of the Grand Hotel, Ltd. Mr. Eppinger was born at Frankfort-on-Main in April 1839, and was thus in his seventy-eighth year. He came to Yokohama in 1891, and for a couple of years was in charge of the bar of the Grand Hotel, afterwards taking up the duties of manager, from which post he retired in 1913. During his residence here Mr. Eppinger had made several brief trips to Europe and the United States, returning from his last visit to San Francisco in April last. On his return he was soon to be failing rapidly, and for a month has been a patient at the General Hospital, where he expired on Sunday night (14th instant), the immediate cause of death being, we understand, heart failure. Mr. Eppinger was a widower, his wife predeceasing him several years ago. He leaves a grandson, who is now residing in San Francisco.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE SUFFRAGETTES AGAIN.

LONDON, July 1st.

At a Suffragists demonstration held on Parliament Square there were twenty-nine arrests.

AMERICAN FINANCES.

LONDON, July 1st.

The United States Treasury announces a deficit of sixty million dollars.

[EDITOR'S SERVICE.]

BRITISH NAVAL MANOEUVRES.

LONDON, June 29th.

There will be a general mobilization of the reserve ships of the British fleet tomorrow, in view of three weeks' secret manoeuvres in the North Sea, on the largest scale ever held. There will be 261 vessels engaged, of which 48 will be battleships and armoured cruisers, and they will include the Channel, Home, and a portion of the Atlantic fleets.

PERSIA.

LONDON, June 29th.

Telegrams received in St. Petersburg report that the mob at Tabriz have gained the upper hand. They have pillaged the arsenal, carrying off rifles and ammunition, and have tortured to death the brother of a prominent reactionary.

The diplomatic body at Teheran have conferred with the Ministers and political leaders, and have tried the effect of reconciliation.

LATER.

Telegrams received at St. Petersburg from Tabriz report that the opposing sections have asked the Russian Consul-General to mediate between them, and that at his suggestion the firing has stopped.

The Times' Teheran correspondent wires that the general uncertainty and insecurity is increasing, and that the people are driven to despair. Half-finished soldiers eager to loot commit most flagrant acts of violence.

Colonel Liakhoff is master of the situation, and he rules as an absolute and independent vicar.

The Royal force is increasing, and is said to now number ten thousand.

SERBIA AND BULGARIA.

LONDON, June 29th.

There is uneasiness at Vienna in consequence of the strained relations which at present exist between Bulgaria and Serbia owing to the action of Serbian bands in Macedonia. The authorities of Belgrade bring counter charges of terrorist acts on the part of Bulgarian bands.

PORTUGAL.

LONDON, June 29th.

A protracted and heated discussion has taken place in the Portuguese Parliament regarding the heavy, and hitherto unaccepted, advances made to the Royal family during the late reign. Ministers and ex-Ministers have been severely attacked by the Republicans who held a meeting of protest, their leader, M. Costa, declaring that the King ought to abdicate voluntarily.

THE UNREST IN YUNNAN.

A Peking letter states that when the Empress Dowager read Viceroy Hsi Liang's telegram the other day reporting the restoration of order in Yunnan and the dispersal of the anti-monarchist insurgents, her Majesty received the news with some doubts as to the accuracy of the Viceroy's report. These were, however, laid at rest, for the time being, by the strenuous protestations of Prince Ching who declared that Viceroy Hsi Liang would not dare to mislead her Majesty. About a week ago a dispatch was received from Yunnan to the effect that there were anti-monarchist bands of insurgents on the Yunnan-Toungking borders which were causing much trouble to the authorities. This report once more aroused the Imperial doubts and suspicions, and a sharp Rescript was at once sent to Viceroy Hsi Liang ordering him to explain himself and to delay no longer in clearing the province once and for all of the pest. In reply a joint telegram in the names of Viceroy Liang and Governor Chang Ming-shih of Kuangsi informed the Throne of Sun Yat-sen's escape to Europe which showed that the back of the insurrection had been actually broken. We now understand that instructions have since been sent to Viceroy Hsi Liang to distribute a large sum of money from the Yunnan treasury amongst the inhabitants of the districts that suffered from the recent insurrection. — N. O. Daily News.

SUPREME COURT.

Wednesday, 1st July.

IN SUMMARY JURISDICTION,
BENSON MR. H. H. J. GOMPHEZ (ACTING
JUDGE).

ACTION FOR DAMAGES.

Chan Kwok Yau, a boatowner, sued Chan Man Shan, charterer of the steam launch Ping Po, for \$254.30 as damages caused by a collision and for other losses connected therewith, in April. Mr. S. W. T'ao appeared for the plaintiff and Mr. S. Dixon for the defendant. Mr. G. Harding represented the defendant.

Mr. S. W. T'ao said that the collision took place somewhere near Jardines' wharf and the writ had originally been issued against the owner and subsequently against the coxswain.

Mr. Dixon — I would ask my friend to prove that my client is the charterer of the vessel.

Mr. S. W. T'ao replied that he had not got the original charter party and had only got a copy which he proposed to testify to.

Mr. Dixon objected to this secondary evidence when primary evidence could be obtained.

His Lordship said he was disposed to hold that the copy of the charter party could be put in evidence.

Mr. Dixon said that if that was so, probably an arrangement could be arrived at between them.

The matter was referred to the Registrar as to the question of costs.

A HARBOUR TRAGEDY.

WELL-KNOWN CAPTAIN COMMITS SUICIDE

Captain Ross Cox, one of the senior masters in the employ of the Indo-China Steam Navigation Company, committed suicide yesterday morning by jumping overboard from his vessel, the "On Sang." Information available goes to show that a sampan boy, who was on board the "On Sang," saw the captain enter his cabin, tear up a photograph and throw the pieces overboard. Then, according to the story of the boy, he put some weights into his shirt, and jumped overboard. The boy hastened to inform the cook, but as the latter did not believe his story he did not take any action for a moment. The truth of it has since been proved, however, and Captain Cox's many friends in the Colony will regret to hear of his death. His untimely end deprives his employers of a zealous officer whose strict attention to his duties gained for him their trust and esteem.

THE PORT ARTHUR MONUMENT.

The ceremony of unveiling the monument to the Russian dead took place on the 19th inst. at Port Arthur. Only the bare facts are mentioned in the official telegrams, which, however, add that the greatest satisfaction is expressed by the Russian delegates. When the monument was unveiled, it was seen that one face bore the inscription in Russian, another face carried the words "Erected by the Japanese Government," on the third face was carved the inscription in Japanese "Monument to the memory of the Russian officers and soldiers who fell at Port Arthur" and on the rear face there was a long inscription written in Japanese and composed by General Viscount Oshima. Its gist was that death levels all distinctions of friend and enemy, above all when those who formerly stood in the arena as combatants have now joined hands in hearty amity. It added that the Japanese Government, anxious to do honour to the memory of the Russian heroes, had collected their remains from the various parts of the field where they had fought, so nobly, and re-interred them in one place, had erected this monument to mark the spot. With in the enclosure where the monument constitutes the central object, twelve tombstones of granite are arranged on either side of the monument. These are to mark the places of interment of the men who fell in the twelve principal sections of the defence. The total thus buried is 14,331, out of which number the terrible 203-metre hill stand for 8,500. There are, further, within the enclosure thirty-six iron monuments, erected to the memory of the officers on whose account separate graves had been prepared by the Russians at various parts of the beleaguered fortress. It had been originally intended to hold a Japanese religious ceremony as well as a Russian, but this idea was strongly opposed by the prelate of the Greek Church who had come from Peking, and in deference to his objection the service was entirely in accordance with the Russian ritual. After the religious rites, however, the principal Japanese and Russians approached the tomb two by two and paid the last tribute to the dead. Among the suite of General Gelinggoss, the principal Russian Representative, there were some men who had served throughout the siege, and one was particularly noticeable for having lost both his arms. General Terauchi is quoted by the "Chuo Shimbun" as saying that the original idea was to build two monuments on the hill called Peiyushan, one in memory of the Japanese dead and the other in memory of the Russian dead. It was found, however, that the available space was not sufficiently large for the dual purpose, and accordingly Shunshiyang was chosen as the site for the memory of the Russians who had fallen in defence of the fortress.

It is there in the world any other grave containing the bodies of 20,000 men? — Japan Daily Mail.

LATEST STEAMER MOVEMENTS.

The Great Northern S.S. Co.'s str. *Minnesota* left Shanghai for this port on the 30th ult., and is expected here to-morrow a.m.
The N.Y.K. str. *Nikko Maru* (Australian Line) left Kuku for this port via Moji and Nagasaki on the 30th ult., and is expected here on the 7th inst.
The Russian str. *Curonia* left Colombo on the 30th ult. a.m., and may be expected here on or about Wednesday, the 15th inst.
The new T.K.K. str. *Tenyo Maru* arrived in San Francisco on the 29th ult.
The Silk ex M.M. str. *Yarta* which left this port on the 28th May, was delivered in Lyons on the 29th ult.

CANTON.

(FROM OUR CORRESPONDENT.)

June 30th.

OPIUM.

Now and then we hear of Edicts issued by the Chinese Government containing most drastic legislation to stamp out the opium habit. By these one might think that opium smoking would be stamped out in a very short time. As a matter of fact even in some of the larger Treaty Ports very little or no notice has been taken of the opium laws. Most foreigners in the Treaty Ports hear or know very little of what is going on in the Chinese quarter of these towns. They obtain their news through two channels, the newspapers and brokers, and these are seldom reliable.

With the Chinese press, all the reports and correspondents are very poorly paid and consequently very little trouble is taken to get facts. Fifty per cent of the news published is guess work. It is true that some measures have been taken in Canton and its vicinity in the suppression of opium smoking by the officials, but no systematic methods have yet been adopted; no department has been established exclusively for the purpose; no special official has been appointed to enforce the opium edicts; and no organization to enforce the edicts; and no punishment those who smoke opium illicitly. Only some sort of general instruction has been given to the police by half a dozen high officials viz; the Provincial Treasurer, Judge, Salt Commissioner, Prefect &c., &c., all of whom seem to have power to order the Chief Superintendent of Police (as they please) to enter and search the public houses, such as hotels, restaurants, theatres, flower-boats &c., and to arrest people who indulge in smoking opium without a licence; but these are very few and the majority of the people who visit them are of the well-to-do class, whom the police are reluctant to interfere with, for fear of losing their position. It is publicly known that very few of the wealthy class possess opium licences bearing their proper names. Besides, the licence is practically issued to the holder for the right and the privilege of purchasing opium, and most of them are in the name of their servants, and not a few heavy gamblers possess half a dozen of them to satisfy the craving for themselves and their friends who are smokers. I cannot understand the object of the government in issuing these futile and mock licences. I can realize the sense of issuing a licence bearing the proper name of the holder with his photograph attached to it for the inspection of the police in order to identify the smoker. In Canton spasmodic demonstration by the anti-opium society often acts as an impetus, and reminds the public of the existence of laws prohibiting opium smoking, otherwise the laws are simply ignored. When I last visited Wuchow I was surprised in discovering that actually no measures had been taken at all by the officials in that Treaty Port to suppress opium smoking. I was told that the opium dens there are doing a thriving business. I asked a Chinese friend of mine who is of the local gentry (a J. P.) "How is it that the opium laws are not enforced there?" He replied, "Canton and Wuchow are two quite different cities; in the former you have a viceroys, and numerous high officials, many foreign consuls and a large number of foreigners, therefore more attention is paid to international affairs in that region, so the high authorities take strong measures to prohibit opium smoking there. But Wuchow is far away inland; in fact, in all places up-country and in Kwang Si Provinces both the officials and the people take no notice of the new opium laws." It was a very good explanation and would hold water, but I think the truth of it is that the opium consumed in those places is chiefly native produce, and the duty and "squeeze" made by the government and the officials amounts to over eighty taels per picul, and that is the sole reason for the wily officials shutting their eyes, and making the new opium laws a dead-letter.

CHINA AND THE NEXT HAGUE CONFERENCE.

It will, perhaps be remembered that shortly after the conclusion of the last Hague Peace Conference, H. E. Chien Han, Chinese Minister in Holland, presented to the Throne a memorial in which he suggested an early preparation on the part of China for participating in the next Conference, which is fixed for 1914. We now learn from Peking that in response to the memorial, a conference which lasted for three days was recently held at the Langghingyan by the Princes, the Ministers and other high officials of the Central Government, to determine what efforts should be made to prepare for the next Conference. Some time in March last instructions were sent by the Central Government to the Viceroy and Governors of the different provinces asking them to submit proposals to be brought up for discussion at the next Conference, and to recommend legal experts and diplomats well acquainted with conditions prevailing in foreign countries for the task of bringing into order the legal and political systems of China, so that she may take position as a first-class Power at the next Conference. But, as neither experts had been recommended nor proposals sent to Peking, it was decided again to instruct the officials concerned to obey orders without further delay, as action of the subjects to be discussed has to be taken on two years prior to the opening of the Conference. The following are some of the subjects discussed at the recent meeting at the Langghingyan, which will be brought up by China at the next Conference:—
(1) In litigation any Christian converts ought to be treated exactly in the same manner as ordinary subjects without any distinctions as to whether in a convert or who is not a convert and no missionaries shall be allowed to interfere with the case.
(2) If any insurgents or fugitives from justice flee to a foreign country for safety they shall not be recognized as political refugees but shall be extradited, and they shall not be allowed to remain on the frontier or be supplied with provisions and munitions of war. — N. O. Daily News.

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NOTICE TO CONSIGNEES.

NORDDUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"PRINZ LUDWIG."

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. Kowloon, and West Point Godown, whence delivery may be obtained. No claims will be admitted after the Goods have left the Godowns and all goods remaining undelivered after the 6th of July, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th July, at 9.30 A.M. All claims must reach us before the 10th of July, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

This Steamer brings Cargo—Ex ss. "DAN-DELIO." from Venice transhipped at Port Said.

NORDDUTSCHER LLOYD.
MELCHERS & CO.,
Agents.

Hongkong, 30th June, 1908.

"SHIRE" LINE OF STEAMERS, LTD.
NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP
LONDON, COLOMBO AND
STRAITS.

THE Steamship
"MONTGOMERYSHIRE."

Captain Jackson, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 6th July, at 3 P.M.

All claims must be presented within fifteen days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th July, will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, 30th June, 1908.

DAVID CORSAIR & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING

ARNHOLD, KARBURG & CO.
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NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDUO CHINA STEAM NAVIGATION Co.'s fortnightly service here—CALCUTTA. Sailings from CALCUTTA FOR CAPT PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED
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NEW DOCK NOW OPEN.

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Extreme Length... 722 feet.
Length on Blocks... 714
Width of Entrance on Top... 613
Width of Entrance on Bottom... 584
Water on Blocks at Spring Tide... 344

DOCK NO. 1.

Extreme Length... 523 feet.
Length on Blocks... 513
Width of Entrance on Top... 513
Width of Entrance on Bottom... 477
Water on Blocks at Spring Tide... 64

DOCK NO. 2.

Extreme Length... 571 feet.
Length on Blocks... 561
Width of Entrance on Top... 66
Width of Entrance on Bottom... 53
Water on Blocks at Spring Tide... 22

PATENT SLIP.
Suits for vessels up to 1,000
THE WORKS are well equipped with
LATEST PLANTS and APPLI-
ANCES to undertake BUILDING OF
REPAIRING SHIPS, ENGINES, AND
BOILERS; and also ELECTRICAL
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A LARGE STOCK OF MATERIAL is
always kept on hand.
THE COMPANY has the powerful steamer
"OURA-MARU" (712 tons, 700 I.H.P.)
specially built for SALVAGE PURPOSES
equipped with necessary gear, always ready
Short Notice.

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FOR 1908.

Shows the dates of departure of the Mail, to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

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A French Remedy for all Irritations. Thousands of
Ladies have been cured of the most distressing
and dangerous diseases of the female system, such as
Leucorrhoea, Catarrh of the Uterus, and all the
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Renowned Physicians prescribe Grimault's Matico
as the most active and at the same time the most
inoffensive remedy in the treatment of Acute and
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do not cause emphysema of the lungs or produce nausea.

MATICO INJECTION is used in recent
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For Asthmatic people who suffer from
OPPRESSION in breathing, BRONCHITIS,
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easier, cut short the paroxysms, and
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1953-7

THE NAVY LEAGUE.

A TWO-POWER STANDARD VITAL.

The thirteenth annual general meeting of the Navy League was held at the Royal United Service Institution with Mr. Robert Yerburgh (president) in the chair. There was a large and influential attendance, and in the course of the proceedings it became evident that there is a growing feeling that the time is ripe for an agitation for the strengthening of the naval resources of the country, if not for a Naval Defence Act on the lines of legislation of previous years.

The report for 1907 stated that there had been a falling off in the total receipts for the year. It was explained that in all organizations such as the Navy League differences of opinion must from time to time necessarily manifest themselves. There have been some receditions from amongst the ranks of our members and associates, but at the date of this report we may assure our members with the utmost confidence that the prospects of the league have never appeared more hopeful, whilst your anxiety is convinced that there is still a wide field for their activities as for a triumph of the progressive policy of the past.

The president, in moving the adoption of the report and statement of accounts, referred to the difference of opinion which had existed amongst the members last year. Their committee had insisted on two points: "First, the maintenance of a two Power standard, with a margin as an insurance against casualties and the possible intervention of a third Power in the case of a great naval war; and second, the maintenance of the line—Fleet in instant readiness for war. The committee had also held that the educational work of the league should be extended and developed, believing that they ought to do what the German Navy League was doing, and impress on the shepherds on the mountains of Scotland, or on the peasants on the hills of Westmorland—or in the valleys of Derbyshire, or on the operatives of the factories of Lancashire that the country depended for its life and liberties on the existence of its navy." "The power," he pointed out, "what the first-line Fleet consist of, and destroyers had been mentioned. At that time there were no destroyers attached to the Fleet then in being, but in November 24 with full crews and six with nucleus crews were attached. The league could take credit for having secured that desirable alteration of the arrangements of the Admiralty (cheers).

As a result of the crisis in the league last year there had been a season of certain manly men who considered that the council were not active enough in their agitation, and these seceders had formed themselves into a separate body. The council deeply deplored the division, because they felt that it only tended to strengthen the forces which were against a strong Navy, and to weaken the forces which helped to maintain a strong Navy. But the council believed they were justified in the attitude which they had taken up, and this was shown by the fact that there had been a great accession to the strength of the league. Many new branches had been established, and they had been joined by many distinguished men. List, but not least, in consequence with an arrangement that they would associate 75 members of Parliament, drawn from both sides of the House, had signified their intention of joining the league, provided that a certain proportion should be elected to the council or committee. This would give them over a hundred members of Parliament a matter of the liveliest satisfaction to all. There was an active "little Navy" party in the House of Commons, and it was very well that they should have an organized body there who believed in a strong Navy, and that could take effectual means to put the case of the league before the country.

With regard to ship building, he pointed out that the Government had only voted £750,000 this year towards a total of £8,000,000, and only £25,000 towards the £3,000,000 for 1907-8. They had committed themselves to an expenditure on old age pensions which would be larger next year than it was this. They were at the same time putting off till next year expenditure that was necessary if we were to maintain the two Power standard. Next year five or six millions would have to be found for that number of Dreadnoughts. It was clear that the situation would be very serious; therefore it was necessary that they should have a large body of men in the House of Commons who, independent of party, would put the case for a strong Navy without fear or favour. Pressure was being put on the Government in the trying time supplementary estimates for naval purposes this year, and they were not without hope that they might be successful, especially after the recent utterances of Mr. Asquith and Sir E. Grey. The words of the latter at the Iron and Steel Institute dinner especially were important, that "unless we were prepared to meet any possible combination of Powers our national existence would be at stake." This was a declaration which they welcomed, but they would like to have some earnest of the intention of the Government to act up to this opinion, and they should find that in supplementary estimates. He argued that the strengthening of the Navy would convince foreign countries that we were determined to maintain the two-Power standard, and would lead in the long run to a reduction of expenditure all round. "What we have to remember," he said in conclusion, "is that it may be able for us without danger to gamble on the Army, but we can never afford to gamble on the Navy, for we are, as an Empire, to gamble with the Navy" (cheers).

Mr. H. Seymour Trower seconded, and referring to the split in the league, said that the seceders had gone out in order to show them how to do the trick, but all he had found from their writings was abuse of the league. The latter still awaited the lesson which had been promised.

Captain Osborne, R.N., said that he was a bit of an alarmist, fearing that British ports might be rendered idle if Germany were allowed to become stronger than ourselves in the North Sea. A naval war, whether successful or unsuccessful, would mean starvation to a large portion of the inhabitants of this country (cheers).

Admiral Sir F. Fremantle disclaimed any intention of taking up an attitude hostile to the committee. He wished more power to their elbow, but when they saw the advances Germany was making in naval construction and her approaching supremacy, it was not the time for us to go to sleep. He insisted upon the necessity of our having a good margin over and above the two-Power standard. He repeated the pressing estimate as to the necessity of the league, and that there was room for a legitimate agitation. They ought not to sit still, but should bring the danger of the situation before the public. He did not want to attack the Board of Admiralty or Sir John Fisher, but he could not help thinking that the present political system there was bad for the Navy. The members of the Navy who are not satisfied with the state of things should show their hands by resigning. As for Sir John Fisher, there was no time limit to his office, but to his mind the Naval Lords should be elected for a definite period.

The resolution was carried.
Lord Latham moved the appointment of the Executive Committee as follows:

Mr. Ainslie, Captain Anson, Mr. Ashley, M.P., Mr. Barclay, M.P., Colonel Barnett, Mr. Hicks Beach, M.P., Major Beddoes, Mr. Bootham, Lieutenant Bellairs, M.P., Mr. Burgoyne, Mr. Caldwell, Viscount Castlereagh, Commander Crutcher, Mr. Fennell, Mr. Freeman-Thomas, M.P., Dr. Ginsburg, Sir John Gray Hill, Mr. Graves, Viscount Hamlyn, M.P., Mr. Howell, Sir A. L. Jones, Lieutenant Keir, Mr. Lafont, the Earl of Kintore, M.P., Mr. Mason, M.P., Mr. Milne, Mr. Mitchell-Thompson, M.P., Mr. Nield, M.P., Mr. Parkin, Mr. Pike Pease, M.P., Sir Frederick Pollock, Mr. Swinburne, Mr. Thornton, M.P., Mr. Trower, Mr. Watts, and the Earl of Wilton. (Colonel Sandys, M.P., seconded, and said that Lancashire, having taken up the league in a warm fashion, it was a good omen as to what would take place throughout the country, for, as John Bright had once said, "What Lancashire says to-day England will say to-morrow."

Mr. J. T. Middlemore, M.P., in supporting, declared that the country was ripe for an agitation—it was patriotic, but profoundly ignorant. The people, he always found, jumped at facts about the Navy when supported by naval authorities—such, for instance, as that the Navy was our great national egg basket, that there would be no old age pensions without it and no employment, and that if it were broken there would be nothing but settling out of the country for the people.

Mr. F. T. Thomas, mayor of Blackburn, moved the reappointment of the committee, which was seconded by Mr. Guy Pym, and carried. Mr. Yerburgh took occasion to say that the Liberal members of Parliament who had been placed on the council could be depended upon to put the strength of the Navy before party.

A vote of thanks to the chairman concluded the proceedings.

MILLIONAIRE & PRESIDENT.

MR. ANDREW CARNEGIE'S CHARACTER SKETCH.

Mr. Andrew Carnegie has written an introduction to the first volume published by the Current Literature Publishing Company of New York entitled "Roosevelt's Policy," containing speeches, letters and state papers relating to corporate wealth and closely-allied topics.

In this introduction Mr. Carnegie writes a dozen pages in praise of his friend the President. He begins by remarking that these volumes are devoted, not to the man, but to the Roosevelt Policy, and Mr. Carnegie then proceeds to describe the man as he knows him and has seen him. He declares that Theodore Roosevelt stands revealed to all his countrymen to a degree unequalled by any of modern times except Lincoln himself. Just as there were critics of Lincoln and his work and man, so there are those who criticize Roosevelt's. One of the marked differences between talent and genius being that talent does that it can, genius what it must. Mr. Carnegie declares that Roosevelt is the man of destiny, who comes to nations just when he is most needed. After a century of unparalleled industrial growth, in which all the energies of the nation had been directed to the development of its resources, it was inevitable that the legislation necessary to safeguard the public interests was neglected. Serious evils were brought to light, and the legislation that would give to our new land these measures which older lands had found it necessary to enact. When the nation was confronted with the serious task of regulating the industrial commerce and restricting the powers of trusts and corporations which threatened the structure of good government itself, Roosevelt appeared upon the scene and became a leader in the crusade. Since 1899 he has hammered away upon the same line, proclaiming the equal right of both capital and labour, of capitalists and labourers, and of rich and poor, boldly rebuking the one or the other as occasion demanded. Upon the supremacy of the law he rests, and was to be the law breaker, organized or unorganized, high or low.

He is a great strategist and knows that concentration of fire is essential; nevertheless, such is his almost superhuman power for work that he has found time to deliver effective volleys upon many different subjects. His address on "Conduct as the Ultimate Basis of Religious Belief" contains not the least valuable doctrine of "The Roosevelt Policy."

After paying tribute to his services in the cause of peace, for which he justly received the Nobel Peace prize, Mr. Carnegie proceeds to eulogize his creation of a new Cabinet official, in the person of the Secretary of Commerce and Labour.

Mr. Carnegie continues:—He reminds one of the description given of the first Naysmith steam hammer, as cracking a nut or forging an anchor with equal facility. "The 'Naysmith' came forth with increased brilliancy as the task increased—the heavier the blow required the better. It embraced the sweeping away of antiquated modes and the introduction of the latest improvements. The busiest man in the world day after day, week after week, holidays unknown, is surely the President."

We have to-day the extraordinary spectacle of a man who has succeeded in compelling not only Congress but the people of both parties to recognize the commanding importance of a subject, and that no one of Peace or War, which naturally rivets at once upon itself, but one of industrial and commercial character, embracing the fields of wealth, capital, and labour in all their ramifications. This now holds the field, and in the coming Presidential election the President's policy is to be the issue.

After enlarging Mr. Elihu Root, whom he declares to be the ablest and most successful soldier of difficulties he has ever seen in council with, and who would be the next President if the nation lay in the hands of Roosevelt. Mr. Carnegie says that Roosevelt's finest qualities shine resplendent in his relations with his principal colleagues around him. They are all intensely loyal to him for the best of reasons; he is so loyal, so appreciative, so lovingly attached to them. Roosevelt, says Mr. Carnegie, is not only a really great man but also a truly good man.

Those privileged to know something of his domestic life are impressed and charmed by his hearty, his kind, his generous, his true, and to remain his intimates still, a good sign. New friends have naturally been formed, but these are all and all his first friends, "white souls," now other people's friends. White House friendships which are guarded not alone by the head thereof, but that there is the guardian angel indespensably needed to create such a home, who pitches life high and keeps all pure, goes without saying.

THE
DIRECTOR AND CHRONICLE

CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS, INDIA, PHILIPPINES, BORNEO, &c.

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Takou	Shanghai	Kowloon
Port Arthur	Shanghai	Kowloon
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Weihsaiwei	Shanghai	Kowloon
Kiaochau	Shanghai	Kowloon
Shanghai	Shanghai	Kowloon
Mukden	Shanghai	Kowloon
Shanghai	Shanghai	Kowloon
Soochow	Shanghai	Kowloon
Chinkiang	Shanghai	Kowloon

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PLAN OF HONGKONG (SHANGHAI) with inset

Showing the EXTENDED SETTLEMENT
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France—Tientsin, 1858; Convention, 1860; Tientsin, 1893; Conventions, 1896, 1897, and 1898; Frontier Trade Regulations, 1898; Sino-French, 1858; Additional 1868; Peking, 1890; Immigration, 1894; Commercial, 1903.

Germany—Tientsin, 1861; Peking, 1880; Kiaochau Convention, 1898; Railway and Mining Concession, 1898.

Japan—Shimonoseki, 1855; Liaofung-Corvention, 1895; Commercial, 1896; New Ports, 1896; Supplementary Commercial, 1903.

Russian—S. Petersburg, 1831; Russian Land Trade, 1881.

Portugal, 1888; Commercial Treaty, 1894.

ITALY—Pact of Commerce made between China and Italy, 1901.

TREATIES WITH JAPAN
Great Britain, 1854; Duties Convention, 1859; Russia—Tientsin, 1858; United States, Extraterritorial Treaty, 1858; Great Britain (Alliance), 1901; Russia (Peace Treaty), 1905.

TREATIES WITH CORREA
Japan, 1876; Japan Supplementary, 1876; Japan, 1905; United States, 1882; Great Britain, 1885.

TREATIES WITH SIAM
Great Britain, 1850 and 1893; France, 1893 and 1904; Japan, 1893; Russia, 1893.

Great Britain and France—Siam—Frontier, Great Britain and Russia, Railway Convention, 1899.

CUSTOMS TARIFFS
TRADE REGULATIONS
China, Japan, Siam, Corea.

LEGAL DOCUMENTS
Orders in Council for Government of H.B.M. Subjects in China and Corea, and in Siam. Rules of H.B.M.'s Supreme and other Courts in China, for Tables of Court and Consular Fees, Charter of the Colony of Hongkong, Malay States Federation Agreement, Table of Hongkong Court Fees, Admiralty Rules, Foreign Jurisdiction Act, Regulations for the Consular Courts of United States; United States Consular and Court Fees; Rules of Court of Consuls of Shanghai Chinese Passenger Act; Hongkong Licences Trade Marks, and Letters Patent Fees; Port Regulations for China; Harbour Regulations for Japan.

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WEIHAIWEI, CHEFOO and TIENTSIN	"KAIPOH"	On 4th July, 4 P.M.
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FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SILVIA About 15th July	FOR HAVRE & HAMBURG: S.S. ISTRIA 26th July
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. VANDALIA About 16th July	FOR MARSEILLES, ANTWERP & HAMBURG: S.S. C. FERD. LAEISZ About 30th July
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SLAVONIA About 28th July	FOR HAVRE & HAMBURG: S.S. SAXONIA 9th Aug.
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SOURABAYA	"CHUNGSANG"	Thursday, 2nd July, 3 P.M.
MANILA	"LOONGSANG"	Friday, 3rd July, 4 P.M.
MANILA	"YUENSANG"	Friday, 10th July, 3 P.M.
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"GLENFARG" 3,700 "	SATURDAY, 8th Aug.	6th Sept.
"LENNOX" 3,700 "	WEDNESDAY, 9th Sept.	8th Oct.
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Hongkong, 26th June, 1908.

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BORNEO, German str., 1,344, F. Sembill, 22nd June—Sandakan 17th June, General— Melchers & Co.
BRASSAR, British str., 2,316, S. L. Sarby, June—Moji 21st June, Coal—Dodwell & Co.
CHIRUI, British str., 1,143, J. Warrack, 28th June—Haiphong via Hoihow 24th June General—Butterfield & Swire.
CHRISTIAN BORS, Norwegian str., 2,788, Einar Hille, 28th June—Moji via Kuchino 28th June, Coal—Wallem & Co.
CHUNSHANG, British str., 1,418, W. E. Sawyer, 28th June—Swatow 27th June, Jardine, Matheson & Co.
COUVERVILLE, British str., 4,897, John Wiseman, 25th June—Moji 20th June, Coal—Mitsui Bussan Kaisha.
DERWENT, British str., 1,246, J. Jenkins, 22nd June—Saigon 18th June, Rice—Chinese.
EMERSON OF JAPAN, British str., 5,940, H. Pybus, B.N.R., 25th June—Vancouver June 3rd, and Shanghai 22nd, Mails and General— C. P. R. Co.
FAUSANG, British str., 1,410, Malkin, 28th June—Saigon 23rd June, Rice—Jardine, Matheson & Co.
FOOSHING, British str., 1,423, E. Woolley, 27th June—Hongkong 25th June, Coal, Coke and Patent Fuel—Jardine, Matheson & Co.
HATTCOW, British str., 999, Mawley, 26th June—Chefoo 23rd June, General— Butterfield & Swire.
HANOT, French str., 742, J. Pannier, 30th June— Haiphong & Hoihow 29th June, General— A. R. Marty.
HINSAO, British str., 1,536, A. G. Smith, 25th June—Moji 21st June, Coal—Shewan, Tomes & Co.
KINTUCK, British str., 2,995, B. C. Lewis, 30th June—Fochoo 28th June, General— Butterfield & Swire.
KUUKIANG, British str., 1,228, Wavell, 30th June—Shanghai 26th June, General— Butterfield & Swire.
KNIVBERG, German str., 646, D. Hunt, 29th June—Touane June 29th, and Hoihow 25th, Sugar and Rice—Jensen & Co.
KONKORANG, German str., 1,300, C. Roskoff, 27th June—Bangkok June 20th, and Hoihow 26th, Rice and Teakwood— Butterfield & Swire.
KUMSANG, British str., 2,077, E. J. Baller, 22nd June—Calcutta and Singapore 18th June, General—Jardine, Matheson & Co.
LAUSCHEN, German str., 2,056, R. K. Spelling, 21st June—Saigon 16th June, Rice— Jensen & Co.
LOD, British str., 3,047, J. LORD, 28th June—Norwayville, (N.B.W.) via Manila 6th June, Coal— Arnhold, Karberg & Co.
MACHEW, German str., 1,078, Zollner, 30th June—Bangkok June 20th, and Swatow 25th, Rice and Wood—Butterfield & Swire.
MANDAL, Norwegian str., 1,183, K. Gabrielsen, 27th June—Saigon 22nd June, General— Wallem & Co.
MERPOO, Chinese str., 1,389, J. MacArthur, 26th June—Shanghai 24th June, General— Chinese.
MONTEAGLE, British str., 3,953, J. W. Davidson, 23rd June—Vancouver 23rd June, and Shanghai 20th June, General—C.P.R. Co.
MONTGOMERY, British str., 3,025, W. Jackson, 29th June—London 15th May via Singapore 25th June, General—Shewan, Tomes & Co.
MORTLAKE, British str., 1,737, F. W. Dawson, 24th June—Fremantle 6th June, Sandal- wood—Gillman & Co.
NANCHANG, British str., 1,040, W. J. Miller, 27th June—Shanghai 23rd June, General— Butterfield & Swire.
NANSHAN, British str., 1,850, Allan Jones, 26th June—Saigon 22nd June, Rice— Bradley & Co.
ONBANG, British str., 1,737, R. Cox, 14th June— Moji 7th June, Coal—Jardine, Matheson & Co.
ORRE, British str., 2,020, G. Maddrell, 27th June—Moji 21st June, Coal—Bradley & Co.
POACHONTAS, British str., 1,740, F. G. Cox, 14th June—Salinas Cruz 12th May—Order. PROVIDENCE, Norw. str., 700, E. Cornelissen, 30th June—Bangkok 21st June, Rice— Aagaard, Thoresen & Co.
RAJAH, German str., 1,275, E. Petersen, 26th June—Hongkong June 18th and Kuchino 20th, Rice—Butterfield & Swire.
ROMANT, British str., 2,570, Nashit, 14th June Kobe 8th June, Ballast—Asiatic Petro- leum Co.
RUBI, British str., 1,619, B. W. Almond, 29th June—Manila 27th June, Hemp and Sugar— Shewan, Tomes & Co.
SANZORO MARU, Japanese str., 2,478, S. Atsumi, 27th June—Moji 20th June, Coal— Osaka Shosen Kaisha.
SIBERIA, American str., 5,955, A. Zeeder, 21st June—San Francisco and Shanghai 19th June, Mail & General—P. M. S. Co.
SINGAPORE, Dutch str., 1,202, H. V. Sja, 30th June—Samarang 21st June, Sugar— Chinese.
SOLSTAD, Norwegian str., 897, H. Metson, 22nd June—Haiphong 20th June, Rice and General—A. R. Marty.
SUMATRA, German str., 507, Meinken, 12th June—New Guinea 20th May, and Palas Island 2nd June, Copra—Melchers & Co.
SUNGKANG, British str., 867, G. H. Penno- father, 27th June—Cebu and Iloilo 23rd June, General—Butterfield & Swire.
THEODOR WILLS, German str., 3,667, H. Fulda, 21st June—Cardiff 3rd April, Coals —Jensen & Co.
TIENTSIN, British str., 1,227, E. Monksan, 7th June—Amoy 5th June, General—Butter- field & Swire.
TOSA MARU, Japanese str., 3,610, J. Nagao, 28th June—Seattle & Shanghai 25th June, Coal, Copper, &c.—Nippon Yusen Kaisha.
VAUGHAN, British str., 2,346, Bradthorpe, 12th June—New York 14th March, and Labuan 6th June, Case Oil—Standard Oil Co.
WINGANG, British str., 1,617, D. A. King, 22nd June—Wuhu and Chinkiang 16th June and Basse—Jardine, Matheson & Co.
WONGKOR, German str., 1,115, W. Raker, 26th June—Bangkok June 17th, and Kuchino 20th, Rice and Wood—Butterfield & Swire.
YATUNG, British str., 1,421, J. Wheeler, 28th June—Wuhu and Chinkiang 23rd June, General—Jardine, Matheson & Co.
YESAN MARU, Japanese str., 1,340, Aida, 17th June—Kuchino 21st June, Coal— Mitsui Bussan Kaisha.

STEAMERS.
AMARA, British str., 1,544, C. J. Matlock, 30th June—Hongkong 27th June, Coal— Jardine, Matheson & Co.
AVONMARE, British str., 2,316, S. L. Sarby, June—Kuchino 30th June, Coal— Dodwell & Co.
BORNEO, German str., 1,344, F. Sembill, 22nd June—Sandakan 17th June, General— Melchers & Co.
BRASSAR, British str., 2,316, S. L. Sarby, June—Moji 21st June, Coal—Dodwell & Co.
CHIRUI, British str., 1,143, J. Warrack, 28th June—Haiphong via Hoihow 24th June General—Butterfield & Swire.
CHRISTIAN BORS, Norwegian str., 2,788, Einar Hille, 28th June—Moji via Kuchino 28th June, Coal—Wallem & Co.
CHUNSHANG, British str., 1,418, W. E. Sawyer, 28th June—Swatow 27th June, Jardine, Matheson & Co.
COUVERVILLE, British str., 4,897, John Wiseman, 25th June—Moji 20th June, Coal—Mitsui Bussan Kaisha.
DERWENT, British str., 1,246, J. Jenkins, 22nd June—Saigon 18th June, Rice—Chinese.
EMERSON OF JAPAN, British str., 5,940, H. Pybus, B.N.R., 25th June—Vancouver June 3rd, and Shanghai 22nd, Mails and General— C. P. R. Co.
FAUSANG, British str., 1,410, Malkin, 28th June—Saigon 23rd June, Rice—Jardine, Matheson & Co.
FOOSHING, British str., 1,423, E. Woolley, 27th June—Hongkong 25th June, Coal, Coke and Patent Fuel—Jardine, Matheson & Co.
HATTCOW, British str., 999, Mawley, 26th June—Chefoo 23rd June, General— Butterfield & Swire.
HANOT, French str., 742, J. Pannier, 30th June— Haiphong & Hoihow 29th June, General— A. R. Marty.
HINSAO, British str., 1,536, A. G. Smith, 25th June—Moji 21st June, Coal—Shewan, Tomes & Co.
KINTUCK, British str., 2,995, B. C. Lewis, 30th June—Fochoo 28th June, General— Butterfield & Swire.
KUUKIANG, British str., 1,228, Wavell, 30th June—Shanghai 26th June, General— Butterfield & Swire.
KNIVBERG, German str., 646, D. Hunt, 29th June—Touane June 29th, and Hoihow 25th, Sugar and Rice—Jensen & Co.
KONKORANG, German str., 1,300, C. Roskoff, 27th June—Bangkok June 20th, and Hoihow 26th, Rice and Teakwood— Butterfield & Swire.
KUMSANG, British str., 2,077, E. J. Baller, 22nd June—Calcutta and Singapore 18th June, General—Jardine, Matheson & Co.
LAUSCHEN, German str., 2,056, R. K. Spelling, 21st June—Saigon 16th June, Rice— Jensen & Co.
LOD, British str., 3,047, J. LORD, 28th June—Norwayville, (N.B.W.) via Manila 6th June, Coal— Arnhold, Karberg & Co.
MACHEW, German str., 1,078, Zollner, 30th June—Bangkok June 20th, and Swatow 25th, Rice and Wood—Butterfield & Swire.
MANDAL, Norwegian str., 1,

